

## AMENDMENTS TO THE CLAIMS

A detailed listing of all claims that are, or were, in the present application, irrespective of whether the claim(s) remains under examination in the application are presented below. The claims are presented in ascending order and each includes one status identifier.

1. (Currently Amended) An ~~metallic~~ aircraft wing skin comprising a first metallic surface for forming at least a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of strips extending in substantially the same direction.
2. (Original) A wing skin according to claim 1, wherein the wing skin is a monolithic metal structure.
3. (Previously Presented) A wing skin according to claim 1, wherein the thickness of the wing skin is substantially constant across at least 90% of the width of a strip.
4. (Previously Presented) A wing skin according to claim 1, wherein the wing skin has a plurality of strip junctions, the strip junctions each  
joining two strips in the direction in which the strips extend,  
having an interface surface arranged to be able to receive a respective rib foot of a single rib extending along the wing skin, and

being so arranged that the respective interface surfaces are substantially parallel to the first surface and substantially parallel to the surfaces of the rib feet that interface with the respective interface surfaces.

5. (Previously Presented) A wing skin according to claim 1, wherein the multiplicity of strips are adjacent to one another.

6. (Previously Presented) An aircraft wing-box including ribs, stringers extending transversely to the ribs, and a wing skin according to claim 1, wherein the strips are so arranged that each strip is associated with a single stringer.

7-10. (Cancel)

11. (Currently Amended) An ~~metallie~~ aircraft wing skin comprising a first metallic surface for forming at least a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of strips extending in substantially the same direction, the second surface being so shaped that if the wing skin were globally deformed so that the first surface were mapped onto a flat surface, there would be at least two strips that, at respective points on a notional line that is perpendicular to the direction in which the strips extend, have different gradients in the direction in which the strips extend.

12. (Currently Amended) An ~~metallie~~ aircraft wing skin comprising a first metallic surface for forming at least a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of strips extending in substantially the same direction, the strips having a thickness that varies both along a notional line along the length of each strip and from one strip to the next along a notional line transverse to the length of the strips.

13-14. (Cancel)

15. (Previously Presented) An aircraft with wing structure according to claim 12.

16. (Previously Presented) An aircraft with a wing structure manufactured according to claim 13.

17. (New) An aircraft wing skin comprising a first surface for forming at least a part of the external surface of an aircraft wing, and a second surface opposite the first surface, the second surface comprising a multiplicity of strips extending in substantially the same direction, wherein the wingskin is a monolithic metal structure, said multiplicity of strips have a thickness that varies along a notional line along the length of each strip, said multiplicity of strips have a thickness that varies from one strip to the next along a notional line transverse to the length of the strips, and there is defined a step between two adjacent strips of said multiplicity of strips, the step having a maximum gradient of less than 1:1.